

GALENA AND CHICAGO

*fold map
not used*

UNION RAILROAD COMPANY.

SIXTH ANNUAL REPORT,

READ AT THE

ANNUAL MEETING OF THE STOCKHOLDERS,

JUNE 1, 1853.

CHICAGO :

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1853.



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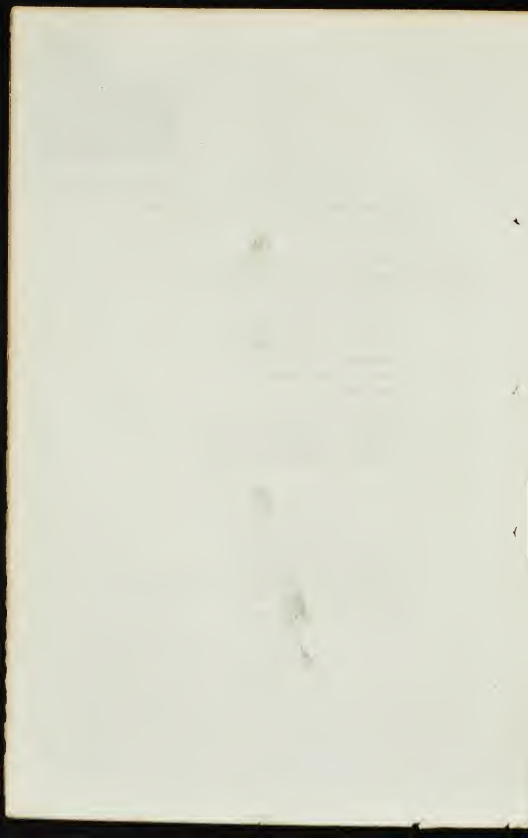
DIRECTORS.

CHOSEN AT THE ANNUAL MEETING, JUNE 1, 1853.

JOHN B. TURNER, Chicago,
WALTER L. NEWBERRY, Chicago,
CHARLES WALKER, "
JAMES H. COLLINS, "
WILLIAM H. BROWN, "
ELISHA S. WADSWORTH, "
THOMAS DYER, "
BENJ. W. RAYMOND, "
GEO. SMITH, "
HUGH T. DICKEY, "
THOS. D. ROBERTSON, Rockford,
DEXTER A. KNOWLTON, Freeport,
CHAS. S. HEMPSTEAD, Galena.

OFFICERS.

JOHN B. TURNER, *President.*
JOHN VAN NORTWICK, *Chief Engineer,*
W. M. LARRABEE, *Secretary.*
WM. H. BROWN, *Treasurer.*



DIRECTORS' REPORT.

To the Stockholders of the

Galena and Chicago Union Railroad Company.

GENTLEMEN :

The Directors herewith submit the reports of JOHN VAN NORTWICK, Chief Engineer, W. M. LARRABEE, Secretary of the Company, and N. K. TOWNER, Secretary of the Operating Department, to which you are referred for information showing the progress and condition of your Road, and its business the past year.

The Road has been in operation to Rockford, 92 miles, since the 2d day of August last, at which time the stock of the First and Second Divisions were consolidated. For the three months previous to that time, the Road was in operation to Cherry Valley, 85 miles.

The receipts of the Road the past year, including the surplus of \$48,115 57, on hand on the 1st of May, 1852, were \$521,663 78
The expenses of operating the Road for the same time were \$187,396 39

The amount of dividends declared 1st of August and 1st of February was 149,973 54

Interest account, and allowance for depreciation of 1st division, was 90,860 10 \$428,230 03

Surplus, May 1, 1853, \$93,433 75

It is expected that the Third Division will be opened to Freeport about the 1st of August, (immediately after this time it is understood that 35 miles of the Illinois Central Road will be laid west of that place,) and the Branch to Beloit will be opened in October next.

The iron for this portion of your Road, and also for the First Division, which is mostly relaid, was purchased at the lowest rates of last year.

The lateral route or branch of this Road from the Junction west to the connection with the Rockford and Rock Island Road, a distance of about 48 miles, has been put under contract with a view to its completion the coming winter.

The Directors concur with the Chief Engineer in his views of this branch of your Road, as being an important part of the great trunk

line leading west from Chicago through Central Iowa, and of its importance to this city as commanding the business in preference to other routes having eastern connections south of Chicago. We also concur with him in reference to the necessity of an additional track from Chicago to Cottage Hill, the straight line from that point to Elgin, and the importance of securing additional Station Grounds at Chicago.

The Directors have authorized an increase of \$500,000 to the Capital Stock of the Company, to be taken by the present Stockholders; which, with the stock now subscribed, and \$112,500 of scrip and convertible bonds outstanding, would make the whole stock of the Company when full paid, \$2,595,700.

They have also executed a mortgage to secure the payment of \$2,000,000 of bonds, including the \$600,000 authorized to be issued for the construction of the Third Division—leaving \$1,400,000 to be disposed of for completing the branches authorized to be built, for additional tracks, straightening the line, and other purposes necessary for the full completion of the Road.

Of this latter amount, it is proposed to raise, for the present, the sum of \$600,000, by placing that amount of bonds in an eastern market. It has been thought advisable, however, to execute a mortgage for a sum large enough to cover all future expenditures, in such improvements as are now contemplated, or such as may hereafter be deemed desirable.

The Directors would call the attention of the Stockholders to the several lines of branch roads diverging from this Road, which are being constructed by other companies, and which must contribute largely to the business of this road, and solicit your individual aid and co-operation in carrying forward these projects.

A reference to the accompanying map will show at a glance, the importance of these connections, which, when fully completed, must add greatly to the permanent value of your stock.

By order of the Board of Directors,

JOHN B. TURNER, *President.*

Chicago, June 1, 1853.

CHIEF ENGINEER'S REPORT.

To the Board of Directors of the

Galena and Chicago Union Railroad Company.

GENTLEMEN:

The following condensed statement of the progress, condition and expenditures upon your Road, to the 1st of May, 1853, is respectfully submitted:

FIRST AND SECOND DIVISIONS.

The First Division has been relayed, with the exception of about ten miles, the iron for which is now arriving, and will be immediately laid down.

That portion of the track relayed has been thoroughly ballasted—some additional buildings have been erected, and others in progress—and the fencing is nearly completed.

The remaining portion of the Second Division was so far completed as to be put in operation on the second day of August last; since that time there has been no separation of construction accounts on these Divisions, except for the relaying and improvement of the First Division. A small amount of work remains to be done, in ballasting, fencing, and in erecting buildings and sheds, to complete the Second Division.

The expenditures for constructing these Divisions to May 1st, 1852, exclusive of rolling stock and interest, were \$929,669 44

Since that time there has been expended as above, including adjustment of interest accounts, 147,414 63

And for improvement and relaying First Division, and additional buildings and water stations, 201,993 72

Total,	\$1,279,077 79
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THIRD DIVISION.

The grading, masonry and bridging of this Division was placed under contract about the first of June last, except the bridge over the Rock River, and work connected therewith, which had previously been con-

tracted. This bridge, and the work adjoining, has been completed, and the cars pass to the station west of the river. The balance of the line to Freeport is nearly ready for the superstructure.

The iron originally purchased for this Division has been laid on the First Division. That procured to take its place is in course of delivery, and is all expected to arrive in time to have the track laid to Freeport by the first of August next.

The expenditures upon this Division to the 1st of May, exclusive of rolling stock and payments for iron, the amount of which has not been returned to this office, have been \$274,832 97.

BELOIT BRANCH.

This Branch diverges from the main line at Belvidere, and extends to the State Line at Beloit, connecting there with the Beloit and Madison Railroad, which is being constructed from that place to Madison, and will be extended eventually northward to Portage City.

This Branch is twenty miles in length. The grading was placed under contract in October last, and is to be completed in July and August next. If there be no delay in receiving the iron, which is in course of transit, the track will be laid to the State Line in time to accommodate the fall business.

The expenditures on this Branch to the first of May—exclusive of payments made in New York for iron, returns of which have not been received, have been \$61,071 96.

DEPOT GROUNDS, BUILDINGS, SHOPS, &c. IN CHICAGO.

Some additional Depot Grounds have been secured beyond what was contemplated in previous Reports, to meet, in part, the wants of the Company on the completion of connecting Roads.

The Freight and Passenger Buildings, Shops and other buildings and improvements, contemplated in my Report of last year, at this place, are nearly completed. A considerable expenditure should yet be made in improving the streets adjoining the track in North Water and Kinzie streets.

The expenditure for Depot Grounds, Buildings, Machinery, Chicago Extension, with Draw Bridge and Tracks, as per last Annual Report, was

\$139,750 92

There has been expended since that time for those purposes,

81,596 66

Total,

\$221,347 58

EQUIPMENT OF ROAD.

There have been added to the rolling stock, the past year,

6 Locomotives, and one old one rebuilt,

7 Passenger Cars.

5 " " second class,

112 Box Freight Cars.

27 Platform " "

38 Gravel Cars.

7 Hand "

The expenditures on this account, the past year, have been

Previous expenditures were,

\$168,588 91

164,641 69

Total,

\$333,230 60

SUMMARY,

Showing the Estimated Cost of Road and Equipment, exclusive of "Western Branch," the amount expended, and remaining to be expended.

The estimated cost, as per Report of May, 1, 1852, was \$2,844,105 79

There has been expended in the construction of the first two Divisions, and for re-laying and improvements on the First Division,

\$1,279,077 79

In constructing the Third Division,

274,832 69

" " Beloit Branch,

61,071 96

For Depot Grounds, Buildings, Machinery, Chicago Extension, Draw

Bridge and Tracks,

221,347 58

For Equipment of Road,

333,230 60

Total expenditure,

2,169,560 62

Remaining to be expended,

\$674,545 17

NOTE.—The above expenditures on the Third Division and Beloit Branch do not include the payment of about \$160,000 for iron, in New York, the full returns for which have not been made to this Office.

WESTERN BRANCH.

In carrying out your order of the 8th of April, directing me to run a locating line for a lateral route or branch of your road from the "Junction," (a point on your present line thirty miles west of Chicago) on the most direct eligible route to a suitable point of connection with the Rockford and Rock Island Railroad, and prepare the same for letting; I have placed two parties of engineers in the field, who have made considerable progress with the survey and will have the line located and ready for examination by contractors by the 15th of May, agreeably to the notices published.

It will be seen upon examination of the accompanying map, that by the construction of this branch, in connection with that part of the Rockford and Rock Island Road between the point of junction and Dixon, and with the Mississippi Junction Road now building from that place to the Mississippi river at Fulton City, that nearly a straight line of railroad will be formed from Chicago due west to the Mississippi River, and in connection with the company now organized and that have commenced the construction of a road from the point of crossing that river west through the state of Iowa, the most direct route will be formed from Chicago west to the Missouri river. The very favorable point of

NOTE.—*May 30th.*—The above line has been located to the point of connection with the Rockford and Rock Island Road, or as near as can now be determined, the surveys of that line not having been fully completed.

The line runs nearly due west (crossing the Fox river at the village of Geneva) for seven miles, then deflects a little to the north and runs nearly straight to the village of DeKalb; at this place a slight deflection is made to the south, and then runs nearly due west to the point of connection with the Rockford and Rock Island Road. It is about 48 miles in length, and the whole curvature is only twenty-six degrees with no grade exceeding thirty feet to the mile.

The grading and bridging has been advertised, proposals received, and the work awarded to responsible contractors at fair prices. The first 4½ miles to be completed the first of August, the next 3½ miles the 1st and the next 7 miles by 15th of October; the next 15 miles by the 1st and the last 18 miles by the 15th November next.

About 75,000 ties have been contracted for this work, and a portion of them have been delivered. The iron has also been purchased and is now in course of delivery in New York.

With a season usually favorable I can see no reason why the track may not all be laid down by the first of January next.

The following is an estimate of the cost of this line exclusive of equipment and interest, viz:

Right of Way,	\$10,000
Grading and Bridging,	250,000
Superstructure and Sidings,	540,000
Buildings and Water Stations,	10,000
Engineering and Incidentals,	15,000
Total,	\$825,000

crossing the Mississippi River by bridging on this line at a moderate expense and without injury to the navigation of that river, will give this line of road great facilities and advantages over any other route.

There can be no doubt that this route must form the great trunk line west from Chicago to Council Bluffs and even west of that point, and that this is the one upon which Chicago must rely to secure the business of Central and Western Iowa rather than upon other western lines having eastern connections south of that city.

In carrying out your instructions, I have made examinations and caused a preliminary line to be surveyed from the point of connection with the Rockford and Rock Island Road to a suitable point of connection with the Savannah Branch Railroad near Mt. Carroll, and about 12 miles east of Savannah.

The length of line necessary to construct to connect these roads, would be about 43 miles.

By examining the accompanying map, it will be seen that by constructing this line, the shortest practicable route would be formed to the Mississippi River at Savannah.

It will also be seen that the country will be well accommodated by roads now in process of construction, and that the building of this line could only be warranted as protecting those already built, or in progress, from rival interests.

The Fox River Valley Railroad, connecting with this road at Elgin, and extending up that valley 32 miles to the State line, is under contract, and will be completed in about a year. At the State line this road connects with two lines of roads, chartered in the State of Wisconsin—one designed to extend to Waukesha and Milwaukee, and the other, the Central Wisconsin Road, designed to pass through Whitewater to Portage City.

A portion of the Beloit and Madison Road (which connects with the Beloit Branch of this road at the State line) is under contract, and will be completed this fall, and the whole line to Madison, it is understood, will be completed in August, 1854.

The Savannah Branch Railroad Company have located their road from Freeport to Savannah. This road is about 35 miles in length. They will soon place the grading under contract with the view of the completion of the road in August, of next year.

It is understood that about 35 miles of the Illinois Central Road west of Freeport will be opened in August and September next, and to Galena and Dubuque the coming winter and spring.

The large amount of business that will be thrown upon the eastern

portion of your Road on the completion of these Roads, the Chicago and Aurora, and Military Tract Roads, and the Western Branch of your Road, will render it necessary to lay an additional track from Chicago to the "Junction," or what would be more advantageous, lay a double track from Chicago to Cottage Hill, 16 miles, and construct from this point a direct separate line nineteen miles in length, connecting with the present line near Elgin. By constructing this line you would relieve the present road from Cottage Hill to the "Junction," and shorten the distance for a portion of the business from Chicago to Elgin, and westerly, six and a half miles. The surveys made show that nearly a straight line may be obtained with grades of about 25 feet to the mile.

In order to accommodate this increased business, it will also be for your interest to make considerable additions to your present station grounds and buildings at Chicago.

The estimated expenditure for all the purposes before enumerated, the present fiscal year, is \$1,325,000.

JOHN VAN NORTWICK,

Chicago, May 2, 1853.

Chief Engineer.

SECRETARY'S REPORT.

OFFICE OF THE G. AND C. U. R. R. Co. }
CHICAGO, May 31, 1853. }

To the Board of Directors of the

Galena and Chicago Union Railroad Company.

GENTLEMEN:

The accompanying statements will exhibit the affairs of the Company, as shown by the books on the 1st inst.

Very respectfully your ob't serv't,

W. M. LARRABEE, *Secretary.*

NO. 1.

Statement of the affairs of the First and Second Divisions of the Galena and Chicago Union Railroad Company, May 1, 1853.

Construction, exclusive of equipment,	\$1,077,084 07	Capital Stock paid in (A)	\$1,362,559 15
Equipment, for locomotives and cars,	\$33,230 60	Bonds, outstanding, (B)	91,500 00
Depot grounds and buildings in Chicago, including expenditures for planking streets and grounds, sheds, &c.	221,347 58	Depot Bonds, do. due Jan. 1st, 1856,	7,000 00
Real estate, miscellaneous lands,	1,317 98	Subscription to preliminary survey, per certificates issued and outstanding,	76 18
Townsend & Mather purchase, including taxes,	20,208 30	Stock profit and loss, forfeited stock,	110 00
Stock owned by the Company, per shares relinquished and forfeited,	1,972 00	Dividend certificates, outstanding,	1,425 98
Beloit Branch, expenditures to date,	61,071 96	Unclaimed dividends,	5,651 35
Improvement account, re-laying 1st Division, &c.	201,993 72	Wm. H. Brown, Treasurer,	402,344 18
Fourth Division, (lateral Branch from the Junction,) Engineering expenses to date,	1,748 77	Bills payable, and other liabilities,	41,442 81
Am't carried forward,	\$1,919,974 98	Income account, (C)	98,433 75
		Am't carried forward,	\$2,005,543 40

Amount brought over,	\$1,919,974 93	Am' brought over,	\$2,005,543 40
Materials, timber, &c. on hand,	646 22		
Cottage Hill and Elgin line for preliminary surveys,	268 13		
Machine and Car Shops, machinery tools and materials,	36,438 95		
General expense account, expenses not chargeable to either Division of the Road,	1,450 72		
Debts due the Company, Wood, 15,180 cords on hand,	16,404 45		
	30,360 00		
	<hr/>		<hr/>
	\$2,005,543 40		\$2,005,543 40

A.

Statement of Capital Stock, Consolidated.

13,140 Shares, full paid,	\$1,314,000
540 " amount paid in,	46,587 15
1,862 " old subscription,	1,862
22 " forfeited stock,	110
	<hr/>
	\$1,362,559 15

B.

Bonds Outstanding.

Due October 1, 1854,	\$5,000
" September 15, 1855,	6,000
" October 1, 1855,	30,500
" November 1, 1855,	20,000
" January 1, 1856,	3,000
" March 1, 1856,	10,500
" April 1, 1856,	7,000
" May 1, 1856,	8,000
" November 1, 1856,	1,000
" March 1, 1857,	500
	<hr/>
	\$91,500

C.

Statement of Income Account—First Division.

1852, May 1. Surplus per Report,	48,115 57	
Gro. earnings from May 1 to August 1, 1852,	73,263 46	
	<hr/>	121,379 03
Less Operating Expenses to August 1, 1852,	21,581 27	
Less Int. on Bonds, &c.,	2,491 52	
Less Dividend of August 1, 1852, 12 per cent.,	56,884 12	
Less Am't. credited Improve- ment, Ac. for depreciation	34,604 28	
	<hr/>	115,561 19
Surplus from First Division Earnings, Aug. 1, 1852,		<hr/> 5,817 84

Second Division.

1852, Aug. 1. Gro. Earnings to date,	74,294 88	
Less Operating Exp. 25,242 75		
“ Int. on Bonds, Stock, apportioned to Income Acc't, 38,580 00		
	<hr/> 63,822 75	
Surplus Earnings of Second Di- vision, Aug. 1, 1852,	10,472 13	10,472 13
		<hr/>
Consolidated Surplus, August 1, 1852,		16,289 97
1853, April 30. Gross Earnings of First and Second Divisions, as consoli- dated since Aug. 1, 1852, \$363,305 48		
Less Operating Ex. 156,456 30		
Less Int. on Bonds, Stock, &c. 36,615 98		
Less Div. of Feb. 1, 1853, 8 per cent. 93,089 42		
	<hr/> 286,161 70	
		<hr/> 77,143 78
Surplus Earnings, May 1, 1853,		<hr/> \$93,433 75

NO. 2.

Statement of the Affairs of the Third Division of the Galena and Chicago Union Railroad Company, May 1, 1853.

W. H. Brown, Treasurer, \$642,067 03	Capital Stock,
Construction Acc't, cost of	4256 shares full
Road to date, 274,832 97	paid, \$425,600
	1820 shares amt
	paid, 69,300
	494,900 00
	Bonds outstanding, due in
	1862, 422,000 00
\$916,900 00	\$916,900 00

REPORT

OF

SECRETARY OF OPERATING DEPARTMENT.

OPERATING OFFICE G. & C. U. R. R. Co. }
Chicago, May 10, 1853. }

JOHN B. TURNER, Esq.

President and Superintendent G. & C. U. Railroad,

SIR: The following tabular statements, showing the business of this Road for the fiscal year ending April 30, 1853, are respectfully submitted.

N. K. TOWNER,

Secretary of Operating Department.

EARNINGS.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS.		INCIDENTAL.		TOTAL.	
	Number.	Am't of Fare.	Dolla.	Cts.	Dolla.	Cts.	Dolla.	Cts.	Dolla.	Cts.
May,	11,332	15,408 03	15,920	53	399	92			31,728	48
June,	12,166	17,313 46	25,467	02	444	64			43,225	12
July,	10,680	13,980 95	20,513	85	445	83	14	00	34,954	63
August,	11,305	16,603 67	22,780	51	766	67	8	00	40,158	85
September,	13,639	20,766 73	34,485	20	766	67	12	08	56,031	68
October,	14,661	22,908 17	35,024	42	766	66	12	75	58,712	00
November,	11,417	15,137 34	30,886	54	766	66	11	50	46,802	04
December,	10,408	12,434 08	25,504	60	766	67			38,705	35
January,	9,274	11,010 29	20,895	35	766	67			32,672	31
February,	9,128	11,453 39	13,464	02	766	67	15	15	25,999	23
March,	12,100	15,559 06	11,819	24	766	67	81	62	28,226	59
April,	13,906	19,885 88	15,644	88	766	67	334	50	36,631	93
Totals,	140,016	192,461 05	272,406	16	8,190	40	490	60	473,548	21

EXPENSES.

Locomotive Service	-	-	-	-	-	\$15,459 33
Train	"	-	-	-	-	7,124 47
Station	"	-	-	-	-	42,504 69
Locomotive Repairs	-	-	-	-	-	7,906 39
Car	"	-	-	-	-	12,711 44
Track	"	-	-	-	-	29,029 87
Building	"	-	-	-	-	183 13
Fuel	-	-	-	-	-	42,480 10
Oil and Waste	-	-	-	-	-	5,758 52
Printing and Stationery	-	-	-	-	-	1,052 36
Loss and Damage	-	-	-	-	-	3,729 43
Taxes	-	-	-	-	-	9,119 25
Incidentals	-	-	-	-	-	10,337 41
						<hr/>
Total	-	-	-	-	-	\$187,396 39

FREIGHTS WESTWARD—QUANTITIES AND WEIGHT.

Month.	Miner Pounds.	Lumber Pounds.	Lathe Belts.	Ships Masts.	Boats Cords.	Iron Pounds.	Coal Pounds.	Salt Brine.	Merch. C Lds.	Weight Tons.	Aggregate Tons.	Aggregate Mileage.	Passenger Mileage.
1852													
May,	3,312,240	1,540,210	3,365	1,312	95	296,450	204,350	252	47.5	4,347	8,684	479,215	560,949
June,	2,960,990	2,035,310	4,928	1,830	187	325,440	226,210	1,418	48.5	6,595	14,123	767,663	607,794
July,	2,201,760	1,454,080	4,930	1,392	71	411,840	255,530	1,355	155.5	6,105	12,620	662,184	446,515
August,	2,533,620	2,068,490	5,198	1,214	136	295,860	218,000	1,601	34	5,586	12,246	727,264	568,769
September,	5,799,340	1,943,510	6,559	1,214	121	779,070	229,600	2,939	34	7,347	14,962	930,149	712,449
October,	6,115,500	2,069,550	7,729	1,201	104	631,290	360,000	3,683	16	7,231	14,341	915,925	813,132
November,	4,418,610	2,162,320	6,262	1,682	221	536,490	400,000	1,147	69	7,015	13,161	791,966	548,471
December,	3,169,350	2,164,340	2,172	575	98	355,950	275,300	2,056	43.5	4,027	11,064	727,996	452,278
January, 1853	3,106,510	1,881,100	1,472	778	156	425,000	165,000	354	33	4,917	9,568	528,838	324,079
February,	1,892,490	1,929,200	1,416	791	156	219,590	195,370	57	35	3,620	6,746	415,517	440,180
March,	2,405,170	1,948,000	1,947	586	36	262,500	196,370	38	50	3,586	6,725	400,731	370,711
April,	3,861,550	1,717,560	2,832	995	41	275,500	132,100	105	171.5	7,909	17,006	516,389	667,291
Total,	41,891,660	42,123,400	46,000	14,972	1,419	4,897,360	2,501,140	15,072	609	69,315	131,490	8,038,906	6,952,536
										4,572			
										63,294			
										63,294			
										136,618			

Deduct weight of materials for construction,
 Tons of Freight, proper—Westward,
 Tons of Freight, proper—Eastward,
 Total Tons of Freight, proper,

FREIGHTS EASTWARD—QUANTITIES AND WEIGHT.

Months.	Flour Bbls.	Wheat Bbls.	Oats Bush.	Corn Bush.	Barley Bush.	Potatoes Bush.	Butter Lbs.	Provisions Lbs.	Pork Lbs.	Geese Bush.	Steers Lbs.	Hides Lbs.	Wool Lbs.	Mill Sifts Lbs.	Wool C. Lbs.	Ants C. Lbs.	Wine & C. Lbs.	Paper Ctn. Rm.	Lumber Feet.	Lead Lbs.	Milk Gals.	Weight Tons.
1882	3,290	10,311	46,786	39,969	2,192	454	53,066	229,140	157,210	218,330	218,330	49,296	51,440	89,560	47	14	2,938	58,240	58,240	3,857	3,857	
May,	6,774	58,476	115,090	99,749	3,438	504	98,760	184,440	157,210	266,410	266,410	19,996	51,440	52,050	13	887	1,110	38,990	38,990	8,223	8,223	
June,	4,428	39,560	102,450	86,769	3,438	198	52,870	123,770	157,210	218,330	218,330	23,510	51,440	51,070	11	246	2,338	51,600	51,600	6,514	6,514	
July,	2,348	39,560	102,450	86,769	1,994	171	188,190	94,420	157,210	266,410	266,410	10,670	52,050	30,310	9	320	63,550	98,000	98,000	5,900	5,900	
August,	2,973	74,493	202,632	97,717	29,327	1,044	161,640	176,390	157,210	430,070	430,070	32,760	7,710	61,320	3	188	1,614	169,790	169,790	7,559	7,559	
September,	2,973	90,943	91,515	16,219	39,023	1,741	185,660	241,360	157,210	855,130	855,130	38,940	1,610	136,390	21	1,435	2,108	128,890	128,890	11,800	11,800	
October,	2,973	35,361	17,816	7,666	4,111	1,652	99,340	157,210	258,970	413,500	413,500	68,420	1,610	104,250	143	433	2,108	104,950	104,950	5,456	5,456	
November,	3,290	32,231	11,111	3,290	4,111	3,131	62,730	292,690	4,921,260	292,690	292,690	36,420	99,250	99,250	51	2900	89	104,950	104,950	5,037	5,037	
December,	3,540	69,456	17,251	11,797	6,111	2,454	29,170	219,010	2,904,690	258,970	258,970	46,390	174,250	174,250	16	334	873	300,520	300,520	4,991	4,991	
January,	2,427	33,428	18,095	6,508	5,783	992	18,770	178,170	397,640	263,940	263,940	25,456	133,780	133,780	19	619	179	169,120	169,120	3,135	3,135	
February,	3,124	21,411	11,122	7,447	2,778	17,590	262,940	262,940	397,640	299,040	299,040	40,610	103,410	103,410	16	656	296	2,056	2,056	2,408	2,408	
March,	3,124	21,411	11,122	7,447	2,778	17,590	262,940	262,940	397,640	299,040	299,040	40,610	103,410	103,410	16	656	296	2,056	2,056	2,408	2,408	
April,	1,432	9,672	13,476	7,447	1,996	687	14,590	283,990	397,640	1,008	273,020	40,610	3,710	66,940	42	941	1,209	36,840	36,840	1,790	1,790	
Totals.	39,601	512,314	1,640,964	409,857	102,389	12,394	902,830	2,328,510	5,785,000	4,574	3,963,200	447,400	347,370	1,217,090	401	6,933	308	1,176,870	1,176,870	893,390	3,499	63,224

Number of miles run by locomotives,	202,953
Number of tons of freight carried one mile,	8,039,995
Number of passengers carried one mile,	6,922,538
Aggregate mileage of freight and passengers,	14,962,533
Earnings per mile run,	2.33.5
Expenses per mile run,	92.3
Net earnings per mile run,	1.41.2
Per centage of expenses to earnings,	39.5
Cost per ton per mile, assuming one passenger equal to one ton	1.2
Cost of maintenance of way per mile run,	14.3
Cost of repairs of engines and cars per mile run,	10.1.5
Cost of both per mile run,	24.4.5
Useful effect, or number of passengers or tons, carried per mile run,	73.7
Earnings per mile of track for average length in operation,	\$5,355 59
Average length of track in operation during the year,	90 miles

Rockford Station, 92 miles from Chicago, was opened August 1, 1853.

Comparison of Earnings, Expenses, Mileage, &c. G. & C. U. R. R. for the Years 1853 and 1852.

YEAR.	EARNINGS.				EXPENSES.	MILEAGE.		Length of Earning per track in mile of track operation. in operation.			
	Freight.	Passengers.	Mails.	Total.		Freight.	Passengers.		Total.		
										Number.	Am't of Fare.
1853,	272,406 16	140,016	192,461 05	8,190 40	473,057 61	187,396 39	8,039,995	6,922,538	14,962,533	90	5,355 59
1852,	121,805 24	91,920	85,176 15	4,086 28	211,067 67	87,361 67	4,098,557	3,096,416	7,195,973	62	3,408 23
Increase	150,600 92	48,096	107,284 90	4,104 12	261,989 94	100,034 72	3,940,438	3,826,122	7,766,560	28	1,947 36

Comparison of the Operating Expenses of the Galena and Chicago Union Railroad for the fiscal year ending April 30, 1853, with those of the eight New England roads below named, as exhibited in the Report of the Western Railroad Company dated January 24, 1852.

DESCRIPTION OF EXPENSES.										
	Western.	Boston and Worcester.	Boston and Maine.	Fitchburg.	Eastern.	Boston and Lowell.	Boston and Providence.	Old Colony.	Averages of the eight.	Galena and Chicago.
Cost of maintenance of way per mile run, - - -	18.6	15.7	11.3	8.2	10.4	22.4	13.0	10.5	14.5	14.3
Cost of repairs of engines and cars per mile run, - -	14.5	17.2	10.5	9.3	7.2	24.6	11.4	12.1	13.7	10.1
Cost of both per mile run, - - -	33.2	32.9	21.9	17.5	17.6	47.0	24.4	22.6	28.2	24.4
Cost of carrying one passenger or one ton freight one mile, -	1.3	1.5	1.3	1.3	1.3	1.5	1.5	1.9	1.4	1.2
Useful effect or No. of passengers or tons carried per mile run, -	57.0	61.3	51.3	53.8	55.1	68.4	43.0	40.0	54.1	73.7
Cost of all the work done, per cent. of the gross receipts, -	47.0	54.9	49.7	48.7	42.3	59.4	47.7	65.9	50.5	39.5

CASUALTIES.

SEPT. 22, 1852.—Charles Waterbury, Conductor of a freight train, was seriously injured while improperly on the top of a car and coming in contact with a bridge.

SEPT. 28, 1852.—A rail was feloniously taken up from Kishwaukie bridge, by Giles Bennett, (as confessed.) The train passed the bridge, the passenger car capsizing on the bank; injury to passengers slight.

Nov. 22, 1852.—Rial Estis, Conductor of a Freight train, was killed by coming in contact with a bridge while on the top of a car, for what purpose not known.

FEB. 21, 1853.—Henry Apple was killed by a locomotive, while walking improperly on the track, a short distance west of Elgin. The accident occurred on a curved part of the line, the sight limited by its being in a deep cut. The whistle was blown, and the breaks applied, but too close when seen by the Engineer to be prevented. The deceased was deaf, and probably did not hear the alarm.

No passengers have been killed or seriously injured on the cars during the year.

During the year three employees were killed and four injured, while working on construction trains.

In one case, the train was thrown from the track, at Elgin, by a cow suddenly getting before it, killing one man and injuring three others.—The other two cases were occasioned by the fatuitous acts of the deceased.

B. S. Morris

AN ACT to Incorporate the Galena and Chicago Union Railroad Company, Approved January 16, 1836.

SEC. 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly, That all such persons as shall become Stockholders, agreeably to the provisions of this act, in the Corporation hereby created, shall be, and for the term of sixty years from and after the passage of this act, shall continue to be a body corporate and politic, by the name of the "GALENA AND CHICAGO UNION RAILROAD COMPANY," and by that name shall have succession for the term of years above specified, may sue and be sued, complain and defend, in any Court of Law or Equity, may make and use a common seal, and alter the same at pleasure, may make by-laws, rules and regulations for the management of property, the regulation of its affairs, and for the transfer of its stock, not inconsistent with the existing laws, and the constitution of this State and of the United States, and may moreover appoint such subordinate agents, officers and servants, as the business of the said Corporation may require, and allow to them a suitable compensation, prescribe their duties, and require bond for the faithful performance thereof, in such penal sums, and with such sureties as they may choose, who shall hold their offices during the pleasure of a majority of the directors of the said Corporation.*

SEC. 2. *The said Corporation shall have the right to construct, and during its continuance to maintain and continue a Railroad, with a single or double track, and with such appendages as may be deemed necessary for the convenient use of the same, from the town of Galena, in the county of Jo Daviess, to such point at the town of Chicago as shall be determined, after a survey shall have been made of the route, to be the most eligible, proper, direct and convenient therefor.*

SEC. 3. *The capital stock of the said Corporation shall be one hundred thousand dollars, which shall be deemed personal property, and shall be divided into shares of one hundred dollars each. The capital stock of said Corporation may, at any time hereafter, be increased to a sum not exceeding one million of dollars, if the same shall be judged necessary to the completion of the said work, and the same shall be subscribed for and taken under the direction of the Directors of the said Corporation, wherever they shall direct one or more books to be opened for such purpose, and shall be subscribed and taken in such manner as the Directors of the said Corporation for that purpose shall order and appoint.*

SEC. 4. *That William Bennet, Thomas Drummond, J. C. Goodhue, Peter Semple, J. W. Turner, E. D. Taylor, and J. B. Thomas, Jr. shall be Commissioners for securing subscriptions to the capital stock of said Corporation, who shall give notice within twelve months after the passage of this act, of the time and place where books will be opened at Galena and Chicago, and such other places as they may deem necessary, in some public newspaper printed at the said places, at least thirty days*

previous to the opening such books, for the receiving subscriptions to the capital stock of said corporation.

The majority of the Commissioners shall attend at the place appointed by such notice, for the opening of said books, and shall continue to receive such subscriptions to the capital stock of said Corporation, from all persons who will subscribe thereto, until the whole amount thereof shall have been subscribed, when the said books shall be closed. Each subscriber, at the time of subscribing, shall pay to the Commissioners one dollar on each share of the stock subscribed for by him, and the said Commissioners shall, as soon as the Directors are elected, deliver to them the whole amount so received.

SEC. 5. The affairs of said Corporation shall be managed by a Board of seven Directors, to be annually chosen by the stockholders, from among themselves, as soon as may be, after the stock has been subscribed. The Commissioners shall give notice of the time and place at which a meeting of the stockholders will be held for the choice of Directors.— And at such time and place appointed for that purpose, the Commissioners, or a majority of them, shall attend and act as inspectors of said election; and the stockholders present shall proceed to elect their Directors by ballot, and the Commissioners present shall certify the result of such election, under their hands, which certificate shall be recorded in the books of the Corporation, and shall be sufficient evidence of the election of the Directors therein named.

All future elections shall be held at the time and in the manner prescribed by the by-laws and regulations of the said Corporation. Each stockholder shall be allowed as many votes as he owns shares at the commencement of such election, and a plurality of votes shall determine the choice; but no stockholder shall be allowed to vote at any election after the first, for any stock which shall have been assigned to him within thirty days previous to holding such election.

The said Directors shall hold their offices for one year after their election, and shall elect one of their number as President of the said Board.

SEC. 6. The said Corporation is authorized to construct, make and use a single or double railroad or way, of suitable width and dimensions, to be determined by the said Corporation, on the line, course or way which may be designated and selected by the Directors, as the line, course or way whereon to construct and make the same; and shall have power to regulate the time and manner in which goods, effects and passengers shall be transported, taken and carried on the same; and to prescribe the manner in which the said Railroad shall be used; by what force the carriages to be used thereon may be propelled; and the rate of toll for transportation of persons or property thereon; and shall have power to erect and maintain houses, toll-gates and other buildings for the accommodation and management of the said road, and transport thereon as may be deemed suitable to their interest. And they may also construct, maintain and use such other lateral routes as may be deemed advantageous, and expedient, and necessary, under the same rights and privileges as by this act is provided for the constructing of the main route. And it shall be lawful, also, for the said Corporation to unite with any other Railroad Company already incorporated, or which may be incorporated upon any part of said road, upon such terms as may be agreed upon by

the Directors of said Companies; and also, to construct such other and lateral routes as may be necessary to connect them with any other route or routes which may be deemed expedient.

SEC. 7. If, at any time after the passage of this act, it shall be deemed advisable by the Directors of the said Corporation, to make and establish a good Turnpike road upon any portion of the route of the Railroad by this act authorized to be constructed, then the said Directors are hereby authorized and empowered to construct a Turnpike, on any portion of the said route, of the following dimensions: not less than one hundred feet wide, twenty-two feet of which shall be based with stone, or gravel, or other hard substance, well compacted together, and of sufficient depth to secure a good foundation where necessary, the whole of which shall be faced with gravel, or stone, of a depth not less than six inches, in such manner as to secure a firm and even surface, rising in the middle by a gradual arch; and where other roads may intersect, it shall be so constructed that carriages may conveniently pass over the Turnpike road. And the said Corporation is hereby authorized to erect, at both ends of said road, and at such other points upon the line thereof, as many gates as shall be deemed necessary thereon.

SEC. 8. It shall be lawful for said Corporation to appoint toll-gatherers to collect and receive of, and from all persons using said road, the following rates of toll, to wit: For each and every mile of transport or travel upon the said Turnpike road, for a man and horse, two cents; or for a single person, one cent. For four or six horses or ox wagon and driver, loaded, three cents; and for the same, when empty, two cents. For all four horse carriages and driver, five cents. For a two horse wagon, or one yoke of oxen and wagon, three cents. For two horse pleasure carriages, four cents. For a one horse carriage or gig, two cents. For horses, mules or cattle in droves, half a cent per head. For hogs, goats and sheep, one mill per head. When sleds are used instead of wheels, one-half of the above specified toll: And it shall be lawful for any toll-gatherer to stop and detain any person from going on said road, until he shall pay to him the toll properly chargeable to him; and when any person shall pay to the toll-gatherer the toll chargeable to him, the toll-gatherer shall give him a ticket, authorizing him to pass the whole distance of the road for which he has paid. And the President and Directors shall cause to be kept upon each gate, in some conspicuous place, where it may be easily read, a printed list of the tolls which may be lawfully demanded. Said Corporation shall cause to be erected mile posts or stones, to be maintained, and also erect guide posts at the intersection of all highways leading into, or from such Turnpike road, on which shall be inscribed the name of the town or public place to which it leads, and if any person shall wilfully cut down such posts, or shall wilfully break or throw down any of the said gates or turnpike, or shall dig or spoil any of the said road, or anything thereunto belonging, or shall forcibly pass either of the gates, without first having paid the legal tolls, such person shall pay and forfeit, for every such offence and injury, the sum of twenty-five dollars, to be recovered by the said Corporation in an action of debt before any Justice of the Peace of the county where the offender or offenders may be found; and if any person shall turn out of the said road and pass any of the gates, and again enter upon such road,

to avoid the payment of toll, he shall forfeit to the Corporation the sum of five dollars, to be recovered in like manner.

SEC. 9. If any toll-gatherer shall unreasonably delay or hinder any traveler or passenger, or shall demand more toll than by this act is allowed, he shall forfeit and pay to the person injured the sum of five dollars, in the manner provided in the preceding section; and if he shall be unable to pay it, the Corporation shall be held responsible therefor.

SEC. 10. As soon as any five miles of the Turnpike road shall be completed, said Corporation may erect gates thereon, and collect the toll allowed by this act. And it shall be the duty of the said Corporation, when said road shall have been completed, to keep it in good repair; and whenever, from any cause whatever, the same shall become injured, the said Corporation shall immediately proceed to repair the same. And it shall be lawful for the said Corporation to commence the construction of the said Railroad, or way, or Turnpike, at such points, on any part of the aforesaid route, or routes herein before described, as in its judgment it may appear expedient and proper. Said Corporation are authorized to borrow any sum of money which may in their discretion be deemed necessary, not exceeding its capital stock, to aid in the construction of the said roads; and if it shall at any time appear to the said Corporation, that any part thereof, or any surplus funds, are not necessary to be retained, the same may be loaned on such terms as the Directors of the said Corporation may deem proper; not, however, at a higher rate of interest than that now allowed by the laws of this State.

SEC. 11. In case the Corporation shall not be able to acquire the title to the lands through which the said road shall be laid, by purchase or voluntary cession, it shall be lawful for the said Corporation to appropriate so much of said lands as may be necessary for its own use, for the purposes contemplated by this act, on complying with the provisions of the six following sections:

SEC. 12. The Directors may present a petition to the Judge of the Circuit Court of the County in which the said land may be situate, setting forth, by some proper description, the lands which are wanted for the construction of said Railroad, or Turnpike, or the appendages thereto; and the names of the owners thereof, if known, distinguishing, with convenient certainty, if it can be done, the parcels claimed in severalty by the respective owners, and praying for the appointment of appraisers to assess the damages which the owners of said land will severally sustain by reason of the appropriation thereof by the said Corporation to its own use.

SEC. 13. On the presentment of such petition, said Circuit Judge shall appoint a day for the hearing of the parties in interest and shall direct such notice as he shall deem reasonable, to be given of the time and place of hearing; and in case it shall appear that any of the owners of said lands is a *femme covert*, an infant, or insane, or otherwise incompetent to take proper care of his or her interest, it shall be the duty of said Judge to appoint some discreet and reputable person to act in the premises, in his or her behalf.

SEC. 14. At the time appointed for such hearing, the said Judge shall appoint three disinterested persons, freeholders, residents of the county in which said lands may lie, for the purpose of assessing such damages, and

in the order in which they were appointed, shall direct and specify what lands are proposed to be appropriated and occupied by the said Corporation, for the purpose aforesaid.

SEC. 15. Said appraisers, after being duly sworn before some officer properly authorized to administer oaths, honestly and impartially to assess such damages, shall proceed, by viewing said lands, and by such other evidence as the parties may produce before them, to ascertain and assess the damages which each individual owner will sustain by the appropriation of his lands, for the use or accommodation of such Railroad or Turnpike, or their appendages.

SEC. 16. The said appraisers shall make a report to the said Judge, in writing, under their hands, reciting the order for their appointment, and specifying the several parcels described therein, with all necessary certainty, the names of the owners of the respective parcels, if known, and if not known, stating the fact, and specifying also the damages which the owners of the said respective parcels will sustain by reason of the appropriation of the same, for the purposes aforesaid; and in case either of the parties are dissatisfied with the assessment, the said Judge may, on the hearing of the parties and interest, modify the assessment as to him shall appear just.

SEC. 17. On the payment of the damages thus assessed, together with the expenses of assessment, as the same shall be settled by said Judge, or on depositing the amount thereof for the use of such owners, in such bank or monied incorporation as the said Judge shall direct, the said corporation shall immediately become entitled to the use of said lands for the purpose aforesaid; and the report of the said appraisers, with the order of said Judge, modifying the same, if the same shall have been modified, shall be recorded in the office of the Recorder of the County in which said lands shall be situate, in the same manner and the like effect as Deeds are recorded, without any other proof than the certificate of the said Judge, that the report is genuine.

SEC. 18. And when the said order shall have been so recorded as aforesaid, the said Corporation shall be seized and possessed of such land or real estate, and may enter upon and take possession, and use the same for the purpose herein before recited.

SEC. 19. Said Corporation shall be bound to repair all Public Highways, Bridges, and Water Courses, which may be injured in constructing said Railroad, or its appendages; and shall restore them, so far as practicable, to as good a condition as they were before they were injured.

SEC. 20. The said Corporation shall be allowed three years from the passage of this act, for the commencement of the construction of the said Railroad and Turnpike; and in case the same shall not be completed within ten years thereafter, the privileges herein granted shall be forfeited.

SEC. 21. Any person who shall wilfully injure said Road or any of the appendages thereto, shall be deemed guilty of a misdemeanor, and shall forfeit to the use of the Corporation a sum equal to three times the amount of damages occasioned by such injury; to be recovered, with costs of suit, in the name of such Corporation, in an action of debt, before any Court having cognizance thereof, or before any Justice of the

Peace, in the county where such injury or offence may have been committed.

SEC. 22. This act shall be deemed and taken as a public act, and shall be construed beneficially for all purposes herein specified or intended; and all copies thereof, printed by or under the direction of the General Assembly of this State, shall be received in all courts and places whatsoever in said State, as sufficient evidence thereof, without further proof.

JAMES SEMPLE,

Speaker of the House of Representatives.

A. M. JENKINS,

Speaker of the Senate.

Approved, 16th January, 1836.

JOSEPH DUNCAN.

STATE OF ILLINOIS, }

DEPT OF STATE. }

I, ALEXANDER P. FIELD, Secretary of State of the State of Illinois, do certify the foregoing to be a true copy of the enrolled Bill, on file in this Department.

{ L. S. }

In testimony whereof, I have hereunto signed my name, and affixed the State Seal, at Vandalia, the 20th January, 1836.

A. P. FIELD, *Secretary of State.*

AN ACT to amend an Act Entitled An Act to Incorporate the Galena and Chicago Union Railroad Company, Approved January 16, 1836.

SEC. 1. *Be it enacted by the people of the State of Illinois, represented in the General Assembly, That the Capital Stock of the Galena and Chicago Union Railroad Company be, and the same is hereby authorized to be increased to a sum not exceeding one million of dollars, in addition to its present capital, with the assent of the Stockholders of the said Company, to enable them to complete the construction of the Road authorized by the Charter of said Company.*

SEC. 2. The said additional Capital Stock shall be taken under and according to the provisions of the third section of the original act of incorporation, and the time for the final completion of said Road is extended five years; and the said Company having applied to the United States for a right of way over the public lands, may receive, take, and hold all such lands as may be ceded or granted to said Company by the United States, or by individuals, for the purpose of enabling them to construct said Road, or to erect thereon depots, toll-houses, and for such other purposes and uses as may be deemed necessary and useful to said Company; and they may dispose of any fractional or surplus portion thereof, if any there should be, whenever it shall appear that so much thereof is not absolutely necessary to be retained whereon to construct said Road; and erect such depots, toll-houses, and other appendages, to raise additional means wherewith to enable said Company to construct said Road in the best possible manner.

SEC. 3. Should it appear impracticable for the said Company to construct the said Road the whole distance contemplated by said act, or that it would be more advantageous to the Company, or the public interest,

that the said Road should be connected with the State Central Railroad, then the said Company are authorized to terminate the said Road at such point as shall be deemed most practicable—and may intersect and connect the said Road with the said Central Railroad in its course to Galena: *Provided*, Nothing contained in the provisions of this act shall authorize the said Company to have, purchase, receive, or hold any land upon any line of any Railroad authorized to be constructed by the State, nor to construct any Railroad upon or near the same line, or any Railroad authorized to be constructed by the State.

NEWTON CLOUD,

Speaker of the House of Representatives, pro. tem.

W. H. DAVIDSON,

Speaker of the Senate.

Approved, 4th March, 1837.

JOSEPH DUNCAN.

AN ACT to amend An Act to Incorporate the Galena and Chicago Union Railroad Company, Approved January 16, 1836, and an Act to amend the same, Approved March 4, 1837.

SEC. 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That the Board of Directors of the Galena and Chicago Union Railroad Company shall hereafter consist of such number of Directors as shall be determined upon from time to time by the Stockholders of said Company, at any meeting thereof for the choice of Directors: *Provided*, That such number shall not be less than seven, nor more than thirteen; said Directors shall be stockholders in said Company, and shall be elected annually by the stockholders, either in person or by proxy, and shall hold their offices for one year, and until their successors shall be elected and qualified. But any vacancy occurring in said Board between elections may be filled by the Board at any legal meeting of the Directors; and the person so elected to fill the vacancy shall hold his office until the next annual meeting.

SEC. 2. The words "Bank or Monied Incorporation," contained in the seventeenth section of the Act to Incorporate the Galena and Chicago Union Railroad Company, approved January 16th, 1836, are hereby stricken out of said act, and the words "place, or with such person or persons" inserted in their place and stead.

SEC. 3. There is hereby granted to the Galena and Chicago Union Railroad Company the right of way through such portions of the public land belonging to this State as remain unsold, for the construction and extension of the Railroads proposed or authorized to be constructed by said Company; *Provided*, That the portion of public land occupied therefor shall not exceed one hundred feet in breadth; that the route of said road or roads shall be designated and marked on the ground by plain landmarks within the period of twelve months from the approval of this act, and a copy of the notes of survey and plat thereof, with a description of said landmarks, shall be transmitted to the Auditor's office within ninety days after said survey shall have been completed as aforesaid: *And provided further*, That if any of said lands shall be sold by

the State previous to such survey, the provisions of this section shall not apply to such lands as shall have been thus sold previous to such survey: *And provided further*, That if at any time after the construction of said roads, or any part thereof, the said railroads shall be suffered to fall into utter decay, or shall cease to be used as and for the purposes of a railroad, then and from that time all right of way hereby granted shall revert to the State, and the same shall be disposed of by the State in the same manner that they might have been disposed of if this act had not been passed.

SEC. 4. Should the said Company find its present capital insufficient for the completion of the works authorized by the acts to which this act is an amendment, and for the accomplishment of the objects of the same, the Board of Directors of said Company are hereby authorized and empowered to increase the capital stock of said Company to any amount not exceeding three millions of dollars.

SEC. 5. Nothing in this act contained, nor in the acts to which this is an amendment, shall be so construed as to confer any banking powers upon said Company.

SEC. 6. This act shall take effect from and after the time that it shall be accepted by the stockholders of said Company, at a regular meeting to be called for that purpose, the evidence of which acceptance shall be the record of that fact upon the books of said Company.

NEWTON CLOUD,

Speaker of the House of Representatives.

JOSEPH B. WELLS,

Speaker of the Senate.

Approved, Feb. 24, 1847.

AUGUSTUS C. FRENCH.

DEPARTMENT OF STATE, ILLINOIS.

I, HORACE S. COOLEY, Secretary of State, do hereby certify the foregoing to be a true and correct copy of the original law on file in my office.

Witness my hand, and the Great Seal of State, at Springfield
this 22d day of March, A. D. 1847.

{ L. S. }

H. S. COOLEY, *Secretary of State.*

AN ACT To amend the 10th Section of an Act entitled An Act to Incorporate the Galena and Chicago Union Railroad Company,
Approved January 16, 1836.

Be it enacted by the People of the State of Illinois, represented in the General Assembly, That the President and Directors of the Galena and Chicago Union Railroad Company are hereby authorized to pay such rates of interest on loans of money, not exceeding twelve per cent. per annum, as may be agreed upon by a majority of the Board of Directors: Provided, A majority of the Stockholders present in person or by proxy at any annual meeting of the said Stockholders, shall assent to the pay-

most of such title or claim of interest as shall have been recommended by their Board of Directors.

D. CARRY,

Speaker of the House of Representatives.

WILLIAM H. H. COVE,

Speaker of the Senate.

Approved, February 22, 1885.

A. C. TRENCH.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

That the Secretary of State of the State of Illinois, do hereby certify the following to be a true and correct copy of the original instrument filed in his office:

[Seal]
[S. H.]

Witness my hand and the Great Seal of the State, at Springfield, this 22nd day of March, A. D. 1885.

J. H. COLEMAN, Secretary of State.

AN ACT to amend an Act entitled 'An Act to incorporate the Illinois and Chicago Great Western Company,' approved January 14, 1877.

Sec. 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That the Illinois and Chicago Great Western Company be, and they are hereby authorized to, purchase the land or parts of land situated elsewhere and wherever said Company may deem it expedient and for that purpose may claim by purchase or condemnation the right of way in the manner provided or shall not now providing said Company, and may lay down and maintain one or more additional tracks on said Road, whenever they shall deem the public interest to require.

Sec. 2. Said Company shall have the right to claim by purchase or condemnation, in the manner provided in this and act of incorporation, all vacant depot grounds for the use of said Company, whenever they shall deem it necessary.

JOHN BRYAN,

Speaker of the House of Representatives.

C. DEER,

Speaker of the Senate.

Approved, February 22, 1885.

J. A. MATTHEW.

UNITED STATES OF AMERICA,
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

That the Secretary of State of the State of Illinois, do hereby certify that the following is a true and correct copy of an instrument here now in his office:

[Seal]
[S. H.]

Witness my hand and the Great Seal of the State, at Springfield, this 22nd day of March, A. D. 1885.

ALFRED STARR, Secretary of State.

MAP

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